Register of Historic Kansas Places
Registration Form

This form is for use in nominating individual properties and districts. The format is similar to the National Register of Historic Places form. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking “x” in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter “N/A” for “not applicable.” For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets. Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property
   historic name  Argentine ATSF Railroad YMCA
   other names/site number  El Centro Community Center; KHRI #: 209-2193

2. Location
   street & number  1333 S 27th St  n/a not for publication
   city or town  Kansas City  n/a vicinity
   state  Kansas  code  KS  county  Wyandotte  code  209  zip code  66106

3-4. Certification
   I hereby certify that this property is listed in the Register of Historic Kansas Places.

Signature of certifying official  Date
   ____________________________
   ____________________________

   Title
   ____________________________
   State or Federal agency/bureau or Tribal Government

5. Classification

   Ownership of Property  (Check as many boxes as apply)
   public - Local
   public - State
   public - Federal
   private

   Category of Property  (Check only one box)
   building(s)
   district
   site
   structure
   object

   Number of Resources within Property  (Do not include previously listed resources in the count.)
   Contributing  Noncontributing
   ____________________________
   buildings
   district  site  structure  object
   ____________________________
   ____________________________
   1  Total
<table>
<thead>
<tr>
<th>Name of Property</th>
<th>Argentine ATSF Railroad YMCA</th>
<th>County and State</th>
<th>Wyandotte County, Kansas</th>
</tr>
</thead>
</table>

**6. Function or Use**

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
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</thead>
<tbody>
<tr>
<td>DOMESTIC/Institutional Housing</td>
<td>SOCIAL/Civic</td>
</tr>
<tr>
<td>SOCIAL/Civic</td>
<td></td>
</tr>
<tr>
<td>TRANSPORTATION/Rail-Related</td>
<td></td>
</tr>
</tbody>
</table>

**7. Description**

<table>
<thead>
<tr>
<th>Architectural Classification</th>
<th>Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLASSICAL REVIVAL/Neo-Classical Revival</td>
<td>foundation: CONCRETE</td>
</tr>
<tr>
<td></td>
<td>walls: BRICK</td>
</tr>
<tr>
<td></td>
<td>roof: WOOD/Shingles</td>
</tr>
<tr>
<td></td>
<td>other:</td>
</tr>
</tbody>
</table>

**Narrative Description**

*Describe the current physical appearance of the property.*

**Summary Paragraph** *(Briefly describe the overall characteristics of the property and its location, setting, and size.)*

The El Centro Community Center, formerly the Argentine ATSF Railroad YMCA, is a U-shaped building built in 1937 in the Neoclassical and Vernacular styles and was used as a dormitory to house railway workers. The once-symmetrical building is constructed with reinforced concrete and steel structure with red brick masonry walls. The building stands two stories above grade, with one below-grade partially excavated level. The interior has been renovated since the original construction.
Elaboration (Provide a detailed description of the building’s exterior, interior, and any associated buildings on the property. Note any historic features, materials, and changes to the building/property.)

Site:

The building is located on the southeast corner of 27th Street and Powell Avenue, separated by a tree line to the Argentine rail yard. A parking lot accessed from 26th Street is located directly east of the building. A non-historic fenced area containing a playground is located on the southeast corner of the site. Until circa 1962, the Argentine Train Depot was located near the tracks at the north end of South 26th Street.

The site is located a block north of what was historically the main commercial thoroughfare of the Argentine district, Strong Avenue. The Argentine community is located in the southern part of Wyandotte County, bordered by the Turner community to the west, the Rosedale community to the east, Johnson County to the south, and the Armourdale community to the north. The general vicinity contains a few businesses, but is predominantly residential. A few blocks west of the former YMCA is a new community library and directly north and northwest of the site is the large Argentine rail yard.

Exterior:

The entrance to the building faces north toward the rail yard. The primary (north) façade is visually separated into three sections, with the central porch and entrance flanked by projecting wings on either side. The porch is covered by a flat roof with a decorative balcony with decorative steel railing and a wood frieze panel and decorative wood brackets. The decorative steel railing has the Atchison, Topeka and Santa Fe (ATSF) design incorporated into the steel. A set of entry doors and flanking double-hung windows are centered on the central portion. The second story of the central portion contains three double-hung windows that line up with the openings below. Each projecting wing contains three double-hung windows on each story and a single arched window with decorative lintel at the attic roof level. All of the double-hung windows contain a stone sill. A one-story addition that projects north from the east wing was built ca. 1969 (refer to attached floor plans – Figure 27). All of the windows, except for one, were replaced with non-historic aluminum framed double-hung windows during the 1986 renovation.

The east and west facades contain four pairs of double-hung windows symmetrically spaced on each floor. The south portion of the west wing contains an addition comprised of brick and a flat roof, and is not shown on the 1950 Sanborn Fire Insurance Map. This addition is thought to be added ca. 1963 (refer to attached floor plans- Figure 26).

The south façade is similar to the north façade, separated into three sections. The central section contains a covered porch with a flat roof. A single door is centered on the central section with a pair of double-hung windows evenly spaced on either side. The projecting wings are similar to the north façade in proportion, with three double-hung windows on each story of the west wing and a single door at each level with flanking double-hung windows on the east wing with a single arched window with decorative lintel at the attic roof level of each wing. The west wing is shorter than the east wing, with a ca. 1963 addition extending to match the length of east wing. The addition has a flat roof, leaving the original arched window opening and decorative lintel exposed. The central section is also an addition thought to have been done during the ca. 1963 renovation. This addition shows the historic exterior brick walls exposed above the dropped ceiling.

Interior:

The interior was renovated ca. 1986, when El Centro, Inc. purchased the building. The historic entrance lobby space remains intact, with the original tile floor, plaster ceiling and original boxed beams above the non-historic lay-in panel grid ceiling. The first floor retains the original corridor configuration; however a majority of the walls have been replaced with new stud and drywall construction. During the renovation, some historic walls were demolished and replaced with new stud and drywall construction in similar locations, all of the exterior walls were furred out, and non-historic carpet was installed throughout. A single historic double-hung divided light window remains on the west elevation of the southern portion of the east wing. Some areas of the historic plaster ceilings remain, though they are obscured by modern dropped ceiling tiles.
The basement remains intact, with foundation and masonry walls exposed and original sliding metal doors and wood door to the exterior still intact.

The historic stair location remains, with historic trim located on the walls going to the second floor. A majority of the original corridor configuration remains, along with the historic southern corridor wall that is plaster on metal lathe on studs. The historic bathrooms remain as well, with historic tile flooring.

The El Centro Community Center building exhibits the influences of Neoclassical and Vernacular design with the symmetrical front façade, an accented entry centered in the main elevation and stone ornamentation. The building exhibits typical railroad YMCA features of design such as a U-shaped building, centered entrance with large entry lobby, double loaded corridors, and recreational space.

**Integrity**

The exterior contains two additions (all done while it was still a railroad YMCA), which portray the building and organization’s evolution as a railroad YMCA and exhibits the organization’s importance and need for expansion through the additions. The current building stands today on the same location as the previous railroad YMCA from 1899, which was the first of its kind in Kansas. Additionally, the building remains in good condition, with features that date the building back to its original 1937 historic appearance.

The interior retains some of its historic and architectural fabric. The original plaster ceilings (though obscured), historic lobby entrance flooring, the lobby configuration remains, some historic trim, some historic doors, and one historic divided light window remains, all in good to fair condition.
8. Statement of Significance

Applicable Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for State Register listing)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Social History

Period of Significance
1937-1963

Significant Dates
1937

Significant Person
(Complete only if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Unknown

Period of Significance (justification)
The period of significance begins in 1937 when the building was first placed into service and extends to 1963, the fifty-year cut-off date established by the National Park Service to provide sufficient passage of time to allow objective evaluation of the historic resource eligibility at the time of its listing.

Criteria Considerations (explanation, if necessary)
N/A
Narrative Statement of Significance

Summary Paragraph (Provide a summary paragraph that notes under what criteria the property is nominated.)

The Argentine ATSF Railroad YMCA, now known as El Centro Community Center, is nominated to the Register of Historic Kansas Places under Criterion A for its local significance in the area of social history. The YMCA was created for railroad workers following the establishment of railroad enterprises in Kansas. In particular, the first major railroad in Kansas established in 1859 known as the Atchison, Topeka, and Santa Fe Railway, was the track route the Argentine Railroad YMCA served. The Argentine Railroad YMCA was originally built in 1899 and then replaced with this current building in 1937. It is one of the last remaining Railroad YMCA buildings in Kansas. The building is located less than a block from the historic site of the Argentine Railroad Depot (Figure 13: Sanborn Insurance Maps 1951 (enlarged)). In order to understand the significance of the Argentine Railroad YMCA, several topics will be discussed: the Development of the Atchison, Topeka and Santa Fe Railroad, the development of the Railroad YMCA and the history of the Argentine community.

Elaboration (Provide a brief history of the property and justify why this property is locally significant.)

DEVELOPMENT OF THE ATCHISON, TOPEKA, AND SANTA FE RAILROAD

Following the Civil War, the quick development of railroads was the response to an existing need, as well as an attempt to expand for future development. As settlements stretched to the west coast and began expanding into millions of acres of luscious farmland, fast and reliable transportation was needed to connect the eastern markets with the western markets. This was an idea that developed several years back, when business men and political leaders envisioned a rail system that strategically connected smaller towns with larger cities across the nation. Railroad expansion didn’t reach Kansas until 1860, around the same time Kansas became a state (refer to US railroad maps – Figures 6, 7, & 8). Several years prior, Cyrus K. Holliday moved to Kansas where he began the development of Topeka and saw the potential for a rail line to the west.

In 1860, Cyrus K. Holliday founded the Atchison and Topeka Railway Company and was named the first president. Their initial intention was to build a railroad line along the Santa Fe Trail; however plans would eventually get altered. The original charter called for a line that reached from Atchison and Topeka, Kansas with Santa Fe, New Mexico, however routes changed as the rails moved westward and they discovered harsh ground conditions. As it flourished, the railroad became a major influence on the economic development and settlement of the southwestern US.

During the 1860s, construction of the railroad halted due to a major drought and the Civil War. In addition, funding became an issue, causing the company to remain idle. These issues kept the company stalled until the government stepped in. On March 3, 1863, a land-grant bill, drafted by Holliday, was signed by President Abraham Lincoln providing a land grant for the completion of the Atchison and Topeka Railroad Company ‘to the western line of the State [of Kansas], in the direction of Fort Union and Santa Fe, New Mexico’ and that the line to the Colorado-Kansas line be completed and in operation by March 3, 1873. This was typical with railroad development and aided in the rapid expansion of the railroad system across the country. Several months later the company was renamed the Atchison,

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2 Ibid.
5 Snell and Wilson.
6 Snell and Wilson.
Topeka & Santa Fe Railroad Company. Finding funding and investors continued through the Civil War until fall 1867, when the project gained enough steam to get interest from the construction firm George Washington Beach of New York. This agreement would eventually stall, but was a start down the right path of finding financial backing for the railroad. By summer of 1868, contract negotiations with another firm named Dodge, Lord and Company from Cincinnati were coming to completion and on June 25, 1868, they secured the contract by assignment; 25 miles would be constructed from Topeka to Burlingame by next year June.5 And on October 30, 1868, construction began in Topeka, Kansas.

By 1869, construction was underway and on April 26, Santa Fe’s first locomotive pulled the railroad’s first train from Topeka to Wakarusa, where Holliday gave his famous speech proclaiming ATSF’s future success and connections to Chicago, St. Louis, Galveston, San Francisco and Mexico City. By 1870, the line to Emporia was completed and a year later in 1871 the line to Newton was completed. By 1872, a line opened from Topeka to Atchison, opening up eastern expansion and connection points. That same year, on December 28, the AT&SF track reached the Kansas-Colorado border, fulfilling the agreement Holliday made in 1863 and securing the three million acre land grant.9 This accomplishment established the railroad company and began the company’s immense expansion over the next 20 years.

By the 1890s, the ATSF Railroad Company had expanded to about 9,000 miles. In 1877, the Gulf, Colorado & Santa Fe Railway (GC&SF) completed the rail line to Galveston, Texas, gaining access to the Gulf of Mexico. The GC&SF was not affiliated with AT&SF until 1886, when AT&SF acquired GC&SF and the 670 miles of railway. Between 1880 and 1881, AT&SF connected with existing lines, expanding service to the Pacific Ocean through California. In 1885, the Chicago & St. Louis, Santa Fe’s Chicago line, reached Chicago and access to Lake Michigan. This completed the AT&SF range of eastern, western, and southern expansion in the US, connecting lines from Chicago to the Pacific Ocean and down to the Gulf of Mexico. Additionally, AT&SF signed an agreement to expand into Mexico through Guaymas, Mexico.10 This made the AT&SF Company the largest railroad system in Kansas and one of the largest and most important railroads in the US.

THE RAILROAD YMCA

The Young Men’s Christian Association (hereafter YMCA) was founded in 1844, when a young George Williams of London was troubled by the social effects and living conditions brought about by industrialization. Williams and 11 friends and organized the first YMCA. The organization was started to include Bible study and prayer for young men seeking escape from the vulnerabilities of life on the streets.11

Several years later, Thomas Valentine Sullivan, a retired sea captain, noticed a similar need in the U.S. for sailors and merchants. Working as a marine missionary at the time, inspired by the stories of the YMCA in England, he led the formation of the first U.S. YMCA in Boston on December 29, 1851.12

Starting in the 1860s, the YMCA began offering safe and affordable housing to young men moving to cities from rural areas. In 1867, the first known YMCA dormitory was completed in Chicago, the Chicago Farwell Hall. These new facilities typically included gymnasiums, auditoriums and hotel-like room accommodations. Such lodging grew rapidly and by the mid 1880s, the YMCA had more rooms than any hotel chain at the time.13 With the expanses of settlement westward, missionaries and missionary work followed. Dating back to 1868, eight members of the Omaha, Nebraska association held services for railroad and construction workers.14

7 Blaszkack.
8 Snell and Wilson.
9 Blaszkack.
10 Ibid.
12 Ibid.
14 YMCA of the USA, History of the Transportation Department. Transportation and Railroad Department Records. Kautz Family YMCA Archives, 2005.
In the 1870s, the YMCA began extending the services to include wholesome overnight lodging and meeting places for railroad workers. In 1872, the first Railroad YMCA was built in Cleveland as a partnership between the YMCA and railroad companies. George Meyers, who was the depot master at the time, started a weekly Sunday gathering in 1870. The gatherings consisted of partly religious and partly social events, and eventually became tradition. These conferences developed into the first organized branch of the Railroad YMCA. The railroad YMCA’s were open 24 hours a day, 365 days a year. Those welcome to take advantage of the good meals, bath, comfortable beds, and good fellowship included engineers, firemen, conductors, trainmen or any other train service worker. The railroad Ys provided practical things such as clean beds, good meals, and hot showers, as well as addressed the educational, spiritual, and recreational needs of the workers with Bible study, educational classes, organized sports, and other activities. Many railroad YMCA buildings included extensive libraries, bowling lanes, and workout facilities, and some even contained swimming pools and tennis courts. The formation of these organizations was not intended for passengers of the trains. Before the railroad YMCAs were in service, railroad workers typically stayed in lesser quality hotels or lodging-houses. This was the case in larger cities, however when workers stopped in smaller towns, the problems just got worse. With the formation of railroad YMCAs, workers were offered a safe and comfortable place to stay.

By 1912, 235 Railroad YMCA associations had been established throughout the United States and Canada. According to the YMCA yearbooks, Kansas had six railroad YMCA buildings and seven railroad YMCA organizations by 1912. By 1917, Kansas had eight railroad YMCA buildings. Prior to the economic depression in the US, the railroad YMCA experienced the organizations most active days. Between 1930 and 1939, the depression reduced the number of organizations nationwide from 196 to 117. The number of railroad associations continued to decline, mostly due to the advancement in transportation and technology. By 1982, only 23 railroad YMCA organizations remained in the US. Of the few organizations remaining in the early 1980s, the Argentine railroad YMCA was one of them.

HISTORY OF ARGENTINE, KANSAS AND THE ARGENTINE RAILROAD YMCA

The Argentine community developed primarily because of the construction of the smelter and ATSF railroad just east of the city of Rosedale, now a part of Kansas City, Kansas. Originally part of the Shawnee Indian reservation, Argentine was platted in 1880 and formed its first city government in 1882. When it was named a first-class city in 1890, it boasted a population of 6,500. However, because of the continued financial struggles, Kansas City, Kansas annexed Argentine in 1910.

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17 Ibid., 419.
18 YMCA of the USA, History of the Transportation Department. Transportation and Railroad Department Records. Kautz Family YMCA Archives, 2005.
19 Hungerford, 420.
21 The International Committee, Year Book of the Young Men’s Christian Associations of North America, May 1, 1911 to April 30, 1912 (New York: Young Men's Christian Association Press, 1912).
22 The International Committee, Year Book of the Young Men's Christian Associations of North America, May 1, 1920 to April 30, 1921 (New York: Young Men's Christian Association Press, 1921).
24 The International Committee, 1980).
In 1875, the ATSF Railroad was constructed between the Argentine and Turner communities. Because of the railroad expanses, a smelting establishment owner named W.N. Ewing decided on Argentine for his new smelting site. On 1880, James W. Coburn purchased 60 acres from the Shawnee Indians and began developing a town. This same year, construction of the smelting plant began. The plant would prosper quickly, with about 10 million dollars of business as early as 1882. By 1890, the Argentine rail yard had 27.5 miles of tracks and employed around 500 workers. In 1898 during the peak of the smelter’s success, it produced one-twelfth of all the gold, one-eighth of all the silver, and one-fifth of all the lead produced in the US.27

The Argentine ATSF Railroad YMCA was built in 1899, during the peak years of the city of Argentine’s success. The $10,000 structure was heavily funded by the AT&SF Railroad Company, which was typical of railroad Y facilities across the country.28 The railroad companies were heavily invested in these buildings and accommodations for their workers. In the early 1900s, approximately 4.2 million dollars was invested in railroad association buildings with the railroad companies contributing approximately 3 million dollars to the 4.2 million.29 The structure was a three-story pitched roof structure of ‘very handsome design’.30 The building included two bowling lanes, a lavatory with four baths and four tubs, a gymnasium, and a large hall in the basement, a temporary hospital, classroom, reading room, social rooms and a large veranda on the second floor, and a small bathroom and rest rooms on the third floor and attic. According to the Sanborn Map from 1908 (Figure 9), a substantial addition was added prior to 1908, creating a u-shaped building plan. This added restrooms to the structure. The building at that time held 72 beds.31

The Argentine Railroad YMCA was the most active railroad association in the state of Kansas in the year 1921, with a total of 24,000 beds used that year.32 The Argentine ATSF Railroad YMCA would remain one of the most active organizations in Kansas until the morning of October 5, 1935, when a devastating fire destroyed the entire roof of the framed structure.33 The Argentine ATSF Railroad YMCA association remained active in an alternate building (unknown) and educational, physical, and religious studies continued to be logged at the Argentine location.34 Work on the new building began almost immediately after the fire, starting on December 16 of the same year.35 The new building was a 2-story brick structure costing $40,000 which included modest accommodation compared to the previous building. The structure, completed in 1937, included 44 sleeping rooms, a large lobby, and storage/recreation room in the basement. The new building is on the same site, location, and orientation of the previous structure. The new building was a U-shaped building with a shorter west wing (Figure 13: Sanborn Insurance Maps 1951 (enlarged)). By the year 1936, the number of railroad YMCA buildings in Kansas was down to six.36

In 1951, the Argentine ATSF Railroad YMCA continued its busy activity. From 1942 to 1951, it had been averaging 100 percent occupancy daily. By 1960, the number of railroad YMCA buildings in Kansas was down to four and two more as ‘points of service’.37 And finally, in 1970, the Argentine YMCA was the last remaining railroad YMCA still in operation.38 The current building contains several non historic additions that were added circa 1970. All years prior to 1971, the

27 Simmons. Also, Rohrer, Unintended Consequences, 8.
29 YMCA of the USA, Field and Work of the Young Men's Christian Association of North America (New York: Association Press, 1912), 19.
31 The International Committee, 1921.
32 Ibid.
34 The International Committee, Year Book of the Young Men's Christian Associations of North America, May 1, 1935 to April 30, 1936 (New York: Young Men's Christian Association Press, 1936).
36 The International Committee, 1936.
YMCA Yearbooks indicate the Argentine railroad YMCA as having 46 beds. However in 1971, the YMCA Yearbook indicates the building now has 53 beds. No other evidence has been found that indicates the actual date of the building additions, therefore, based on the excellent records provided in the YMCA yearbooks, the date of 1971 appears to be the date when the additions were constructed. The additions were constructed as part of the organizations evolution as a railroad YMCA and shows the progression and importance this structure had on the city and state for its association with the railroad. At this time, when there were no other railroad YMCAs in operation in Kansas, the Argentine railroad YMCA was adding rooms. The continued need for a railroad YMCA in Argentine further illustrates the influence that the ATSF Railroad had on Kansas City, Kansas for over 100 years.

In 1980, the Argentine railroad YMCA was listed in the YMCA Yearbook as an 'office with club and recreation facility plus residence facilities' type of facility and was the only railroad YMCA listed in the yearbook for Kansas. The last year the YMCA kept year books was 1980 and it is presumed that the Argentine railroad YMCA closed a few years later. The building was sold to El Centro, Inc. on May 21, 1986 and remains in their ownership today.

The Argentine railroad YMCA was the first railroad YMCA built in Kansas and was the last in use, when if closed in the early 1980s. The building site was used as a railroad YMCA for over 80 years. Only a few of these buildings remain in Kansas, and a just a few organizations remain in the US.

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40 The International Committee, 1980.
### 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form)


*Kansas City Star.* May 23, 1937.


*KC Kansan.* "Railroad YMCA Serves Workers on Trains Here." May 9, 1951.


MacRae, Albert MacRae and Thomas H. "The Railroad Young Men's Christian Association - An Aid to Efficiency in Railroading." *Santa Fe Employes' Magazine: Vol. 4 No. 5*, April 1910: 29-35.


—. *Year Book of the Young Men's Christian Associations of North America, May 1, 1911 to April 30, 1912*. New York: Young Men's Christian Association Press, 1912.

—. *Year Book of the Young Men's Christian Associations of North America, May 1, 1920 to April 30, 1921*. New York: Young Men's Christian Association Press, 1921.


Historic Resources Survey Number (if assigned): _KHRI 209-2193_______________________________________________________

10. Geographical Data

Acreage of Property   Less than 1 ________
(Do not include previously listed resource acreage)

Provide latitude/longitude coordinates OR UTM coordinates. (Place additional coordinates on a continuation page.)

Latitude/Longitude Coordinates
Datum if other than WGS84:__________
(enter coordinates to 6 decimal places)

1  39.076105   -94.660021  3  
Latitude:   Longitude:  
2   __________________   __________________  4  
Latitude:   Longitude:  

Verbal Boundary Description (describe the boundaries of the property)

The nominated property is located at 1333 South 27th Street, Kansas City, Wyandotte County, Kansas, and is described as follows: Lot 5, 12, 13, and 14, Block 18, MULVANES’S ADDITION TO ARGENTINE, a subdivision in the City of Kansas City, Wyandotte County, Kansas.

Boundary Justification (explain why the boundaries were selected)

The boundary includes the building and property associated with the railroad YMCA.
11. Form Prepared By

name/title: Jonathan Klocke
organization: Foutch Brothers, LLC
date: 8/6/2013
street & number: 8201 NW 97th Terrace
telephone: 816-746-9100
city or town: Kansas City
state: MO
zip code: 64153
e-mail: jonathan@foutchbrothers.com

Property Owner:
(complete this item at the request of the SHPO or FPO)

name: Simmons Senior Housing, LP
street & number: P.O. Box 6146
telephone: 913-908-5337
city or town: Kansas City
state: Kansas
zip code: 66106

Additional Documentation
Submit the following items with the completed form:

- Maps:
  A USGS map (7.5 or 15 minute series) indicating the property’s location.
  A Sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- Continuation Sheets

- Additional items: (Check with the SHPO or FPO for any additional items)

Photographs:
Please check with SHPO staff before completing photographs.

Name of Property: Argentine Railroad YMCA
City or Vicinity: Kansas City
County: Wyandotte
State: Kansas
Photographer: Jonathan Klocke
Date Photographed: November 2012/April 2013

Description of Photograph(s) and number:

1 of 20: North façade; photographer facing southeast
2 of 20: North façade – arched window, keystone and cornice detail; photographer facing southwest
3 of 20: North façade entrance – front porch detail; photographer facing southeast
4 of 20: North and west façade; photographer facing southeast
5 of 20: West and partial south façade; photographer facing northeast
6 of 20: South façade; photographer facing northeast
7 of 20: South façade – porch; photographer northwest
8 of 20: South façade – arched window, keystone and cornice detail; photographer facing northwest
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10 of 20: East façade; photographer facing west
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12 of 20: First floor conference room; photographer facing west
13 of 19: Corridor on west side of building; photographer facing south
14 of 20: Corridor on east side of building; photographer facing north
15 of 20: East-west corridor on second floor; photographer facing east
16 of 20: Second floor bathroom with original tile flooring; photographer facing east
17 of 20: Second floor conference room; photographer facing south
18 of 20: Unfinished space in basement with bathroom tile flooring from 1899 building; photographer facing southeast
19 of 20: Basement – original sliding metal door; photographer facing east
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Additional Documentation

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**Figure 6: Map of Railroad Development: 1860 (Bruce C Cooper Collection 1951)**

1860—This map shows the extent of railway development just prior to the Civil War. The decade 1850-1860 was a period of rapid railway expansion, characterised by the extension of many short, disjointed lines into important rail routes. This decade marked the beginning of railway development in the region west of the Mississippi River. By 1860, the "Iron Horse" had penetrated westward to the Missouri River and was beginning to make itself felt in Iowa, Arkansas, Texas, and California.
1870—Although the War Between the States temporarily halted railway development, many projects were resumed or initiated soon after the close of that conflict. The nation's network increased from 30,626 miles in 1860 to 32,922 miles in 1870. An outstanding development of the decade was the construction of the first railroad to the Pacific Ocean, making it possible for the first time to travel all the way across the country by rail. Railway development in the Mississippi and Missouri valleys was especially notable during this period.

Figure 7: Map of Railroad Development: 1870 (Bruce C Cooper Collection 1951)
1890—The period from 1880 to 1890 was one of rapid expansion. More than 70,000 miles of new lines were opened in that decade, bringing the total network up to 163,527 miles. By 1890, several trunk line railroads extended to the Pacific. In thirty years from 1860 to 1890, the total mileage of the region west of the Mississippi River increased from 2,175 to 72,389, and the population of that area increased fourfold.

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